

What is claimed is:

1. A drive mechanism for a four-cycle engine, comprising:
a crankshaft;
5 an output shaft for outputting a rotation driving force
indecclerated state from an original rotation of the crankshaft,
separated from the crankshaft and placed coaxially with the
crankshaft, and
an intermediate shaft having a reduction gear for
10 decelerating and transmitting a rotation driving force of the
crankshaft, placed in parallel with the crankshaft,
wherein the rotation driving force of the crankshaft
is transmitted to the output shaft through the intermediate
shaft.
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2. A drive mechanism for a four-cycle engine according
to claim 1, wherein the intermediate shaft is placed in a crankcase
space for accommodating the crankshaft.
- 20 3. A drive mechanism for a four-cycle engine according
to claim 1, wherein the crankcase is split to an upper part
and a lower part on a splitting face, and the intermediate
shaft is placed on the splitting face of the crankcase on a
same plane with the crankshaft.
- 25 4. A drive mechanism for a four-cycle engine according

to claims 1,

wherein the output shaft is connected coaxially to the crankshaft through a bearing,

one of a side end portion of the output shaft and a
5 side end portion of the crankshaft is set to be an outer shaft,
the other is set to be an inner shaft, and

the bearing is provided between an inner face of the outer shaft and an outer face of the inner shaft.

10 5. A drive mechanism for a four-cycle engine according to claim 1, wherein a housing for accommodating the intermediate shaft is placed in a rear and lower portion of the crankcase.

6. A drive mechanism for a four-cycle engine according
15 to claim 1, wherein a V-belt type continuously variable transmission is mounted on the engine and the engine is mounted on a snowmobile.

7. A drive mechanism for a four-cycle engine according
20 to claim 6,

wherein a starter motor is placed on an rear portion of the engine, and

the intermediate shaft is placed in a rear portion of the engine and under the starter motor, so that said
25 intermediate shaft is closer to the crankshaft than the starter motor in a side view.

8. A drive mechanism for a four-cycle engine according to claim 1, wherein the engine is mounted on a planing boat.

9. A drive mechanism for a four-cycle engine according to claim 8,

wherein a starter motor is placed on an rear portion of the engine, and

the intermediate shaft is placed in a rear portion of the engine and under the starter motor, so that said intermediate shaft is closer to the crankshaft than the starter motor in a side view.